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## Comment of the day

### Three decades

It was generally and regretfully known that the Director of Education, Mr. D. J. S. Crozier, would be retiring this year, but somehow, seeing it in cold unsentimental print brings the fact, with all its implications, right home to us. For Mr. Crozier has spent thirty years with the Hongkong Education Department, the last ten as Director and these 30 years divide into three important decades, bound up with the history of the Colony.

The first decade saw all that Mr. Crozier and his colleagues stood for destroyed, for an alien conqueror systematically set out to destroy all the democratic processes of western culture so closely knitted to Chinese tradition, and to substitute in its place a pseudo Teuton philosophy of the master race.

The first years of Mr. Crozier's second decade were spent under the humiliating circumstances of a prisoner-of-war, an experience embittered by the fact that beyond the confines of the prison camp, martial educationists, drunk with self glory, were gloating over their victory, not only of arms but of culture. Halfway through this decade, the tide turned, and the Colony minus everything but the determination of dedicated men, was handed back.

The road back was hard. Short of equipment, of room, of schools, of even the everyday necessities of school life, the Education Department began to rebuild itself. Then, as the goal seemed within sight, the Education Department received its greatest challenge which coincided with the appointment of Mr. Crozier as Director.

Into the Colony in their thousands poured refugees who sought to find a way of life amid the democratic institutions of Hongkong, and with them came their children. But this challenge was met by the right man in the right place.

Heedless of the ill-informed clamour on one hand, and ignoring the carping criticism on the other, Mr. Crozier planned not only for immediate needs, but for the years ahead. He aimed his sights high, but his aspirations did not exceed his abilities, and the China Mail has endeavored to run a complimentary leader a few months ago, not because the Education Department had met its target, but because it had exceeded it.

Also at this early hour, we congratulate Mr. Donato, the Director of Education, elected. He comes to his formidable task, rich with experience gathered not only in Hongkong, but in Trinidad. He is cognizant not only with the problems of education peculiar to this Colony, but with the problems which face education everywhere.

This is not the moment to say either farewell or welcome, but the China Mail takes this opportunity of offering congratulations to Mr. Crozier for past achievements and good wishes to Mr. Donato for future success.

# Exiled general claims he masterminded plot REBEL SHIP ELUDES HUNTERS

## Naval and air search of Caribbean

San Juan, Jan. 24.

The luxury liner *Santa Maria*, seized by "patriot pirates" trying to overthrow the Portuguese Government, vanished with its 600 terrified passengers tonight in the Spanish Main.

The US Navy Caribbean command was stumped. British police at Port Castries, St. Lucia, in the Windward Islands, speculated that the 20,000-ton Portuguese cruise ship was sailing at machine-gun-point either to Cuba or to Brazil, seat of a Portuguese exile movement against Lisbon's strongman Premier, Antonio de Oliveira Salazar.

Henrique Malta Calvao, the 65-year-old anti-Salazar leader of the group which took over the ship after an armed battle with the crew, issued one radio message — saying his aim was "to free all of Portugal" and praising Brazil, where he is said to be heading.

### All normal

He said all was normal aboard and the 600 passengers well and mostly "enthusiastic" at his move.

In Lisbon, where hundreds of anxious relatives of the liner's crew gathered at the owners' offices, the angry Portuguese Government issued a statement condemning the rebels as "not politicians or idealists... just outlaws."

Portugal turned out extra police patrols and the Portuguese Navy ordered warships to surround Azores island possessions to prevent any breakthrough by the *Santa Maria* — named for the little vessel of Christopher Columbus which discovered this part of the world.

In Sao Paulo, Brazil, the exiled Portuguese opposition leader, General Humberto Delgado, said he masterminded the plot, which had been hatching for five or six months. He said the "70-odd rebels" would not be responsible for any blood spilled if "warships tried to stop the *Santa Maria*. He denied reports that the ship was headed for Cuba. He appealed to Britain and America not to interfere.

Apparently blacked-out and under total radio silence, the ship was churning across tropic waters while five US Navy radar-equipped planes probed for it.

### Got head start

"We have no theory as to what action the ship may be taking," a navy spokesman said here.

"Once you've got a head start it's pretty hard to find you on the ocean," he said.

American and British warships patrolled the Windward Islands chain. But like a ghostly galleon, the big grey ship had given them the slip, cruising at speeds around 20 knots and with enough fuel to last for a trip of several thousand miles and enough food for 20 days.

It could be anywhere within an area of 600,000 square miles, the Navy spokesman said.

Col David McGoun, 57, police chief of St. Lucia, said the ship headed "in a north-northeast direction" after stopping there yesterday to unload a boatload of eight crewmen.

In London, the full story of yesterday's cat-and-mouse game in the Caribbean emerged today.

This was the reconstruction of the drama, built up from a mass of cables flooding into the Admiralty and the Foreign Office from the area.

It was nine o'clock in the morning. Commodore Colin Shand, 45-year-old Senior British Naval Officer in the West Indies, was with the Earl of Oxford and Asquith, administrator of St. Lucia, when the *Santa Maria* was sighted.

The two British officials looked out of the window of Government House to where the luxury 20,000-ton cruise ship was sailing by on a north-easterly course towards Martinique.

### All very ordinary

There seemed to be nothing out of the ordinary. Then at 9.30 the *Santa Maria* cast anchor. Later a life boat put in at Castries, the island's main port, under the command of the Second Purser Jose Reis.

With Reis were eight men, including a wounded officer Jose Sousa, and a dead officer, John Costa.

The sailing of the *Santa Maria* was delayed while the Earl, the chief of police and the commodore conferred with Reis. But as none of them could understand Portuguese it took a long time for the purser to make himself understood. Meanwhile the *Santa Maria* had made off.

It was about 11.30 am by the time a coherent account of the high seas takeover had been conveyed. All ships and aircraft were alerted at 11.30 am.

### Off to Brazil

Commodore Shand decided that United States ships based on Puerto Rico or in the area would be able to intercept the *Santa Maria* if she made for Cuba.

So he decided to steam towards Brazil, where it was thought the *Santa Maria* might head for asylum. But the search continues with no sign whatever of the missing ship.—UPI, AFP and Reuter.

### REFINERY FIRE

Houston, Jan. 24. A heavy explosion rocked the Houston ship channel tonight and started a big fire at an oil refinery.

All available ambulances went to the scene. One man is reported badly burned. Oil storage tanks exploded, police said.—Reuter.

### CHARGED WITH MURDER OF 12

Montreal, Jan. 24. A 63-year-old laborer whose wife and 11 of their 15 children were found dead in their fire-ravaged shanty home at Sweetburg, Quebec, was arraigned today on charges of murdering them.—AP.

## Traffic chief tells of accident

Alexander Morrison, Senior Superintendent of Police today told Central Magistrate Mr. I.T. Morris how he became involved in an accident on his motorcycle.

At Causeway Bay Court he said that at about 2.05 pm, on October 14 last year he was driving his motor-cycle westwards in Queen's-road East approaching Wanchai Market.

"I saw a Chinese woman standing on the double-white lines with her body facing towards the market," Morrison said. "She was looking to her left in the direction of oncoming traffic. I was travelling at the speed 15 miles per hour. She was over 20 feet in front of him. Morrison continued, and was stationary.

Stepped back

"When I was about 15 feet from her, she suddenly stepped back. Her action was so unexpected and the distance between us was so limited that I was unable to take any avoiding action and to apply my brakes."

"I struck her, or rather the headlamp of my motorcycle struck her on the right side of her neck. She was carried forward on my motorcycle for a few feet and then she was flung straight forward."

"She struck the ground with her head and slithered forward to a point in the roadway which was directly in a straight line with the path of my motorcycle," Morrison testified.

He said he dialled 999 calling for an ambulance and the police and then returned to the injured woman.

Unconscious

"She was unconscious but recovered her consciousness within a few minutes. She wanted to get up but I did not allow her to move," Morrison said.

He said when Sub-Inspector Tang Wan-poon with four other police constables arrived on the scene almost immediately after the accident, he instructed Inspector Tang to look for witnesses.

Then the ambulance arrived and the woman was conveyed to the Queen Mary Hospital.

"I told Inspector Tang or rather I pointed out to him the skid mark made by my motorcycle and the position of the injured woman when she finally fell," Morrison went on.

He also pointed out to him the approximate point of impact.

Investigated

"I told him the accident would be investigated. I then got on my motorcycle and returned to my office."

Mr. H. Caine of Messrs Johnson, Stokes and Master, representing Morrison, asked, "You said you rode back to your office. Do you as a police officer consider there is anything wrong?"

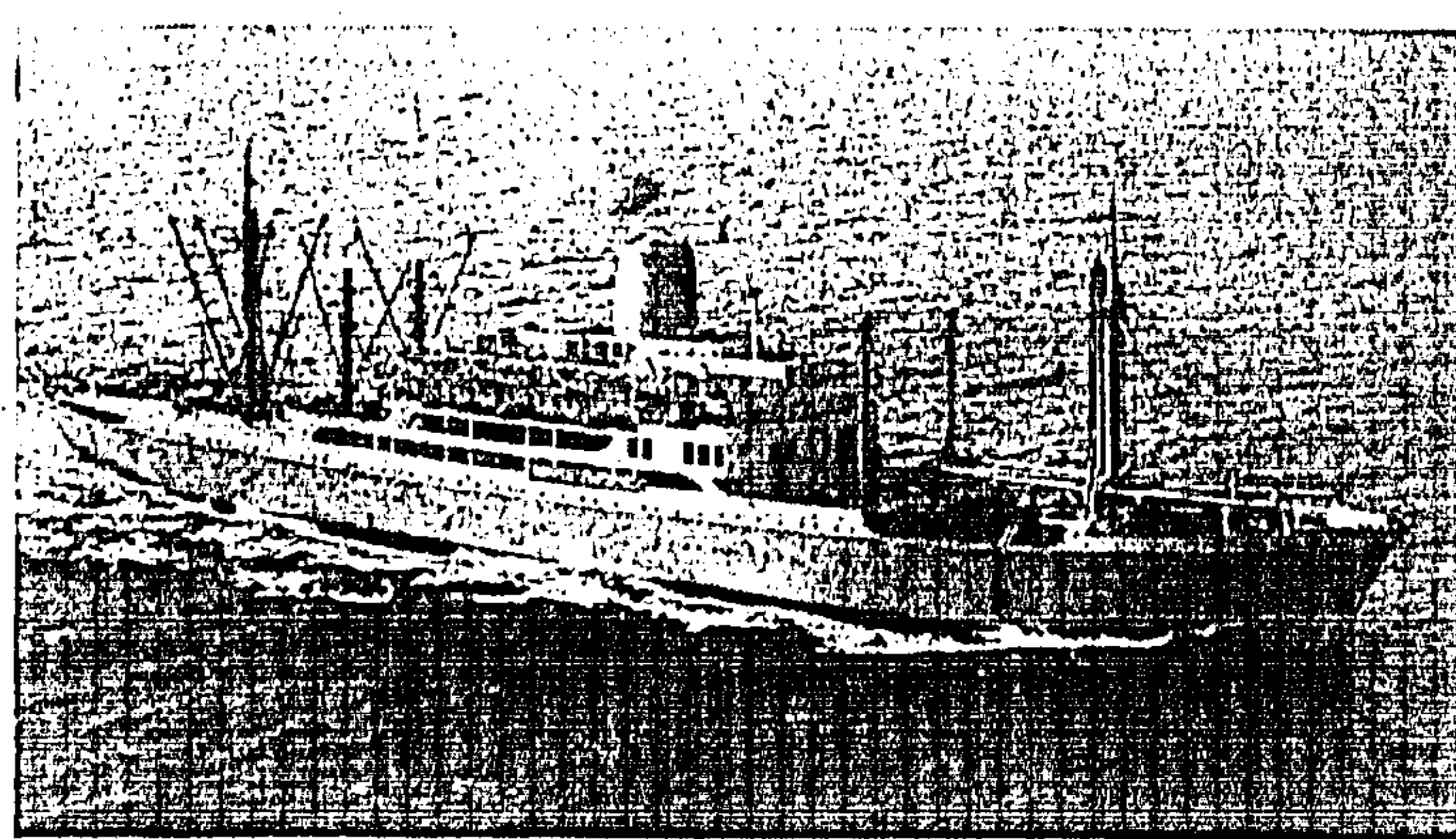
"Not at all. I had explained in detail to Sub-Inspector Tang the relevant points at that stage for the initial investigation of an accident of that nature," Morrison answered.

Mr. D. N. E. Rea, Crown Counsel, assisted by Detective Inspector A. T. Shelley, of the General Investigation Department, appeared for the Crown. Hearing is continuing.

## RAIN AND SNOW IN CHINA

Tokyo, Jan. 25. More than an inch of rain and snow has fallen on many parts of drought-parched China since Saturday, according to a New China News Agency report monitored here today.

But the agency said the rain and snow were still not heavy enough to make up for the dry spell on which Communist officials blame China's present famine.—UPI.



This photo shows the ss Baudouville which is one of two ships bought by P & O. for their Far Eastern route. She will be renamed Cathay.

## CARTHAGE & CORFU BEING REPLACED

Two well-known P & O liners, the *Carthage* and the *Corfu*, are being withdrawn from service and replaced by two new vessels, it was announced today.

The replacements will be the *Chitral* and the *Cathay*. The *Chitral*, of 13,700 gross tons and the *Cathay* of 13,022 gross tons, were formerly the ss *Jadoville* and ss *Baudouville* respectively.

The new ships will come into service at a time when P & O Orient Lines extend operations beyond Hongkong to Japan.

The *Jadoville* and the *Baudouville*, both passenger-cargo liners, were recently purchased by the P & O Steam Navigation Company from the Cie Maritime Belge (Lloyd Royal), SA, Antwerp. An announcement was made in the China Mail last week.

*Chitral* will begin her first voyage for P & O—Orient on March 1 when she leaves London (with a call at Southampton on the 21) for the Far East, replacing the *Carthage*.

### First sailing

*Cathay's* first sailing from London will be on April 12, with departure from Southampton on April 14.

When the sailings of the two new ships are fully integrated in the schedules, they, together with P & O cargo liners, will offer a fast regular service to the Far East, providing a calendar month service UK—Japan—UK.

*Chitral* and *Cathay* will each carry approximately 240 passengers in first class only. The tourist-class trade, which was covered by the two-class *Carthage* and *Corfu* will be carried in other ships of P & O—Orient, either homeward bound from the Pacific or calling at Bombay en route to and from Australia.

### Former ships

Each of the new ships has a restaurant (large enough to permit meals in one sitting), a spacious main lounge with a floor, a reading and writing room, smoke room (with a bar and cafe), a large children's play room, a cinema, shop, hairdressing salon, and a hospital.

## Editor jumps to death

Hollywood, Jan. 24. Norman Siegel, editor for a national screen magazine and a former publicity chief for Paramount Pictures, leaped to his death at noon today from the top floor of a 13-story building, police reported.

Police said Siegel, 56, West Coast editor of *Photoplay* magazine, landed on the third floor roof of an adjoining building on Hollywood Boulevard. From 1940 to 1951, Siegel was manager of publicity and advertising at Paramount.—UPI.

## BANKS

### JUMP

\$80

Hongkong Bank shares made another spectacular leap at the local stock exchange this morning. The highest quotation reached was \$1,660 at which 105 shares were sold.

This represents an increase of \$80 over yesterday's highest figure of \$1,580, the biggest single day jump ever recorded.

Following Bank's peak quotation, prices gradually went down to \$1,635 due to profit-taking. However, at the close there were buyers for \$1,640 but no sellers.

A local shareholder said that the big demand for Bank was the result of the increased profits and dividend announced last night.

### DECLINES

He said that there were small declines in most other shares in the stock market this morning. He said these shares had already reached high figures and they were affected by profit-taking this morning.

The approximate turnover this morning amounted to \$6,230,000. This is one of the best turnovers for a Wednesday, half-day session, the record being about \$7 million.

The Hongkong and Shanghai Banking Corporation's profit for 1960 was \$42,190,000, compared with \$29,402,502 for 1959.

The Bank has announced a final dividend for 1960 of \$2.10 per share, bringing the year's total dividend to \$3.15, against a total of \$3 paid in 1959.

The Bank has also proposed to sub-divide each existing share of \$125 par value into five shares of \$25 each.

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